

AMENDMENTS TO THE CLAIMS:

Please amend the Claims as follows:

1. (Canceled)
2. (Withdrawn) An apparatus for controlling a driving force of an electric

vehicle comprising:

a traction motor;

a transmitting section which is disposed between said traction motor and a drive wheel, and which transmits a driving force of said traction motor to said drive wheel;

a driving force calculating section which calculates the driving force of said traction motor on the basis of an operating state of a vehicle; and

a motor controlling section which controls said traction motor on the basis of the driving force calculated by said driving force calculating section, and

a revolution number detecting section which detects a number of revolutions of said traction motor, wherein

in a state where a change of the number of revolutions detected by said revolution number detecting section is equal to or smaller than a predetermined value and the driving force calculated by said driving force calculating section is equal to or larger than a predetermined value, when a driving duration time period of said traction motor reaches a predetermined time period, said motor controlling section interrupts transmission of the driving force of said traction motor by said transmitting section, and, after elapse of a predetermined time period, restarts the transmission of the driving force.

3. (Currently Amended) The apparatus for controlling a driving force of an electric vehicle ~~according to claim 1, further~~ comprising:

a traction motor;

a transmitting section which is disposed between said traction motor and a drive wheel, and which transmits a driving force of said traction motor to said drive wheel;

a driving force calculating section which calculates the driving force of said traction motor on the basis of an operating state of a vehicle;

a motor controlling section which controls said traction motor on the basis of the driving force calculated by said driving force calculating section, and

a revolution number detecting section which detects a number of revolutions of said traction motor, wherein

in a state where a change of the number of revolutions detected by said revolution number detecting section is equal to or smaller than a predetermined value and the driving force calculated by said driving force calculating section is equal to or larger than a predetermined value, when a driving duration time period of said traction motor reaches a predetermined time period, said motor controlling section reduces a transmission amount of the driving force of said traction motor which is transmitted through said transmitting section; and

an inclination angle calculating section which calculates an inclination angle of a road surface, wherein

said driving force calculating section calculates the driving force of said traction motor on the basis of the inclination angle calculated by said inclination angle calculating section, and the operating state of the vehicle.

4. (Currently Amended) The apparatus for controlling a driving force of an electric vehicle ~~according to claim 1, wherein~~ comprising:

a traction motor;

a transmitting section which is disposed between said traction motor and a drive wheel, and which transmits a driving force of said traction motor to said drive wheel;

a driving force calculating section which calculates the driving force of said traction motor on the basis of an operating state of a vehicle; and

a motor controlling section which controls said traction motor on the basis of the driving force calculated by said driving force calculating section, and

a revolution number detecting section which detects a number of revolutions of said traction motor, wherein

in a state where a change of the number of revolutions detected by said revolution number detecting section is equal to or smaller than a predetermined value and the driving force calculated by said driving force calculating section is equal to or larger than a predetermined value, when a driving duration time period of said traction motor reaches a predetermined time period, said motor controlling section reduces a transmission amount of the driving force of said traction motor which is transmitted through said transmitting section, and further wherein

said traction motor is a brushless DC motor comprising: a rotor having permanent magnets; and plural-phase stator windings which generate a rotating magnetic field for rotating said rotor, and

said motor controlling section calculates a continuous energization time period of one of said plural-phase stator windings on the basis of the driving force calculated by said driving force calculating section, and controls a state of transmission of the driving force of said traction motor through said transmitting section, on the basis of the continuous energization time period.

5. (Withdrawn) An apparatus for controlling a driving force of an electric vehicle comprising:

a traction motor;

a driving force calculating section which calculates a driving force of said traction motor on the basis of an operating state of a vehicle; and

a motor controlling section which controls said traction motor on the basis of the driving force calculated by said driving force calculating section, and

a revolution number detecting section which detects a number of revolutions of said traction motor, and

a fluid coupling which is disposed between said traction motor and a drive wheel, and which transmits the driving force of said traction motor to said drive wheel, wherein

in a state where a change of the number of revolutions detected by said revolution number detecting

section is equal to or smaller than a predetermined value and the driving force calculated by said driving force calculating section is equal to or larger than a predetermined value, when a driving duration time period of said traction motor elapses a predetermined time period, said motor controlling section reduces an energization amount of said traction motor for a predetermined time period.

6. (Withdrawn) The apparatus for controlling a driving force of an electric vehicle according to claim 5, further comprising:

an inclination angle calculating section which calculates an inclination angle of a road surface, wherein

said driving force calculating section calculates the driving force of said traction motor on the basis of the inclination angle calculated by said inclination angle calculating section, and the operating state of the vehicle.

7. (Withdrawn) The apparatus for controlling a driving force of an electric vehicle according to claim 6, wherein

said traction motor is a brushless DC motor comprising: a rotor having permanent magnets; and plural-phase stator windings which generate a rotating magnetic field for rotating said rotor, and

said motor controlling section calculates a continuous energization time period of one of said plural-phase stator windings on the basis of the driving force calculated by said driving force calculating section, and controls the energization amount of said traction motor on the basis of the continuous energization time period.

8. (Withdrawn) The apparatus for controlling a driving force of an electric vehicle according to claim 2, further comprising:

an inclination angle calculating section which calculates an inclination angle of a road surface, wherein

said driving force calculating section calculates the driving force of said traction motor on the basis of the inclination angle calculated by said inclination angle calculating section, and the operating state of the vehicle.

9. (Withdrawn) The apparatus for controlling a driving force of an electric vehicle according to claim 2, wherein said traction motor is a brushless DC motor' comprising:

a rotor having permanent magnets; and

plural-phase stator windings which generate a rotating magnetic field for rotating said rotor, and

said motor controlling section calculates a continuous energization time period of one of said plural-phase stator windings on the basis of the driving force calculated by said driving force calculating section, and controls a state of transmission of the driving force of said traction motor through said transmitting section, on the basis of the continuous energization time period.